









more evident what, if any, is the real want, and how it may best be met.

I have the honour to be, Sir,  
Your most obedient humble servant,  
(Signed) CHAMBERLAIN,  
Governor, Sir W. Robinson, K.C.M.G., &c., &c.

## CHINA SUGAR REFINING CO., LTD.

The following is the report for presentation to the shareholders at the twenty-first annual general meeting, to be held at the offices of the General Agents, at noon, on Thursday, 23rd March 1899.

The General Agents beg to submit to Shareholders their report on the Company's business for the year 1898, with a Statement of Accounts to the 31st December last.

The Refineries were profitably employed during the year, and inclusive of \$13,753.31 brought forward from 1897, the net gain on working amounts to \$614,360.15, of which sum \$100,000 was paid as an Interim Dividend on the 26th August last.

The General Agents and Consulting Committee recommend the following appropriation of the profits:

|  |                     |
|--|---------------------|
| Interim Dividend of \$5 per Share paid 26th August | \$100,000.00        |
| To apply to Reduction of Property Account          | 75,000.00           |
| To apply to Equalization of Dividend Fund          | 160,000.00          |
| Bonus to Staff                                     | 12,000.00           |
| Final Dividend of \$12 per Share                   | 240,000.00          |
| Carry Forward to next Account                      | 27,360.15           |
| <b>Total</b>                                       | <b>\$614,360.15</b> |

## CONSULTING COMMITTEE.

The Consulting Committee consists of the Honourable E. R. Bellios, Messrs. F. A. Gomes, David Gubay, A. Haupt, and A. G. Wood, who offer themselves for re-election. Mr. A. G. Wood was invited to join the Board in place of Mr. C. S. Sharp, who resigned owing to his intended departure from the Colony.

The Accounts have been audited by Messrs. Thomas Arnold and Fullerton Henderson, who offer themselves for re-election.

JARDINE, MATHESON & Co., General Agents.

Hongkong, 11th March, 1899.

## THE LUZON SUGAR REFINING COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the seventeenth ordinary annual meeting, to be held at the offices of the General Agents, at 12.30 p.m. on Thursday, the 23rd March 1899.

The General Agents beg to submit to Shareholders their Report on the business of the Company during the year 1898, with a Statement of Accounts to 31st December last, which they regret should be unsatisfactory.

In consequence of the disturbed state of affairs in the Philippines, work was suspended at the Refinery during the greater portion of the year, and beyond supplying the limited local demand for refined sugar, no profitable outlet could be found for stocks on hand. Inclusive of \$5,900.31 brought forward from the year 1897 the net loss on working amounts to \$9,819.96, which is carried forward to the current year.

## CONSULTING COMMITTEE.

The Consulting Committee consist of Messrs. D. Gillies and J. H. Lewis, who offer themselves for re-election.

AUDITOR.

The Accounts have been audited by Mr. Thomas Arnold, who offers himself for re-election.

JARDINE, MATHESON & Co., General Agents.

Hongkong, 11th March, 1899.

## LEGAL INTELLIGENCE.

## SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Sir J. W. Carrington, Kt., C.M.G., Chief Justice.)

March 13th.

AGUINALDO v. THE HONGKONG AND SHANGHAI BANK.

Emilio Aguinaldo (by his attorneys, Crisanto Lichanco and Gregorio Agoncillo) sought to obtain possession of \$200,000 interest lent to the Hongkong and Shanghai Banking Corporation by him in January of last year.

The following composed the jury:—Messrs. J. M. Beattie (foreman), A. F. Smith, E. Osborne, A. Habbington, Wm. Danby, E. S. Wheeler, and Douglas W. Bradock.

Mr. W. Slade (instructed by Messrs. Wilkinson and Grist) appeared for plaintiff and Mr. J. J. Francis, (instructed by Messrs. Johnson, Stokes, and Master) for the defendants.

Mr. Slade read the petition which said that on or about the 3rd day of January, 1898, plaintiff lent to the defendant corporation the sum of \$200,000 on the terms that the defendant corporation should repay the same to plaintiff, together with interest at the rate of 4 per cent, on the 3rd January 1899.

In their answer to the petition the defendant corporation expressed themselves not satisfied that Crisanto Lichanco and Gregorio Agoncillo were duly authorised by Aguinaldo to receive this money, and they accordingly refused to pay the money to them when they demanded it.

Continuing, Mr. Slade said the late pleadings what the nature of the case was, but he thought they would hardly have gathered how little there was for them to decide upon. They had been brought there by the defendant corporation to judge as to facts. The law, they well knew, was for this lordship to decide. The facts in this case were very largely admitted on the two sides, and he thought they would find that the number of facts on which they would have to decide would be very small.

In January of last year Aguinaldo, deposited with the Hongkong and Shanghai Bank, the sum of \$200,000, that was to pay to be lent to the Hongkong and Shanghai Bank \$200,000 for one year, interest to be paid on the money at the rate of 4 per cent. On the 3rd of January, this year, in accordance with the terms of the loan, Aguinaldo sent two men, the plaintiffs in this case, to the Bank. They presented to the Bank a power of attorney and the original deposit receipt, and demanded payment of the money. The power of attorney was signed by Emilio Aguinaldo, and was in the name of the President of the Philippine Republic, and the signature of Mr. Crisanto Lichanco, United States Consul at Manila, Mr. Slade was about to deal with the power of attorney in detail, but Mr. Francis objected. He said Mr. Slade knew perfectly well his clients were going to object to this document, and he objected to it being referred to unless it was proved.

The Chief Justice, I thought he was referring to a subject to be being proved. Mr. Francis said he might refer to it generally, but not in detail. After a little further conversation Mr. Slade continuing said that on the 30th of January last, Messrs. Johnson, Stokes, and Master, on behalf of the Bank, went to plaintiffs' solicitors as follows:—Dear Sirs, Aguinaldo of The Hongkong and Shanghai

## THE HONGKONG TELEGRAPH, MONDAY, MARCH 13, 1899

## ORIGINEE.

A cricket match was played on the Cricket Ground last Saturday between The Club and the Garrison, resulting in a victory for the Club.

The following are the scores:—

THE GARRISON.

G. D. Campbell, H. K. R. Green, b Hancock, 0

Johnson, R. W. F., c Hancock, b Manisty, 0

C. B. Simonds, R. A., c Hancock, b Manisty, 0

H. Langhorne, R. A., b Manisty, 0

H. Hill, R. A., b Manisty, 17

K. G. Campbell, R. A., b Manisty, 20

Rev. C. Vallings, c Manisty, b T. S. Smith, 21

Gedville, R. A., b Manisty, 29

Sturges, A. S. C., c Ward, b Manisty, 1

Isat, R. A., not out, 1

Extras, 2

Total, 104

THE CLUB.

T. Sercombe Smith, Johnson, b Vallings, 30

A. Wood, R. N., c Simonds, b Colville, 15

A. G. Ward, c and b Vallings, 12

H. Hancock, c Simonds, b Colville, 13

Lieut. Strong, R. M. L., c Simonds, b Colville, 5

Surgeon Sheward, R. N., c Vallings, b Colville, 9

P. A. Cox, c K. G. Campbell, b Vallings, 8

R. C. Salisbury, R. N., b W. Langhorne, 24

Manisty, R. N., b Colville, 14

A. R. Lowe, c G. D. Campbell, b Colville, 14

Green, not out, 7

Extras, 7

Total, 127

## BOWLING ANALYSIS.

THE GARRISON.

O. M. R. W.

Manisty, 23 6 53 7

Hancock, 15 8 28 1

Lowe, 3 11 10 1

Sercombe Smith, 4 4 10 1

Vallings, 14 1 56 3

Colville, 18 4 33 7

Langhorne, 5 11 1

A cricket match was played last Saturday afternoon on the R.E. Ground, Happy Valley, between the Royal Engineers and D. Co. R.W.F., and resulted in a victory for the departmental Corps, the Fusiliers making 64 to the opponents 75. Corp. Thornhill R.E. made a fine score of 35 runs from his own bat, and the bowling of Sappers Jolly and MacDonald R.E. proved very destructive to the Royal Welsh wickets.

## THE FIRE BRIGADE REPORT.

The report for 1898 of the Hon. F. H. May, Superintendent of the Fire Brigade, is published in the *Telegraph*, from which we take the following extracts:—

There were 16 fires and 73 incipient fires during the year. The brigade turned out 23 times. The estimated damage caused by the fires was \$35,000.74 and by the incipient fires \$1,990.00.

The record for last year is the best in the series. The estimated value of property destroyed is less than \$3,000 more than the lowest recorded, which was in the year 1891, while the number of fires was double the number in that year.

There was one prosecution for arson in connection with the incipient fire at No. 112, Third Street. The accused, a Chinese woman, was charged at the Criminal Session, being apparently mentally irresponsible.

There was no loss of life at any fire.

The water in the mains was not turned off at any time during the year, and none of the land engines were used at a fire.

During the year six shelters were built at convenient places in the city for the reception of a despatch box each. A certain number of Indian and Chinese Police Constables, not members of the Fire Brigade, have been trained in the use of the despatch box, and the beats on which the shelters are situated are assigned to these particular constables, who carry the keys of the shelters and are ready to render first aid at any fire occurring on their beats or in the immediate vicinity. The men receive a small monthly allowance for this additional responsibility.

The idea of thus extending the use of the despatch box and of utilising the Police on beat duty for the purpose, is one that occurred to Mr. Wodehouse (as I have discovered from an old report of his) before it occurred to me.

The system is capable of indefinite extension, and I am of opinion that the moral effect alone of the existence on the spot of appliances for first aid will be found to have a deterrent effect on incendiarism.

It was my intention to fix in the streets a few fire alarms of the usual type used at home, but on the suggestion of Mr. E. M. Hazeldan, in charge of the Government Telephone Service, telephones connected with the Central Fire Station have been fixed instead at the back of the Harbour Office, at the junction of the Harbour Road and Queen's Road, and at the junction of Wilmer Street and Connaught Road.

There has been as yet no opportunity to test the utility of these telephones, but I am in hopes that they may prove useful in speedily communicating alarms of fires to the Brigade.

The system requires careful watching and is capable of extensive development.

The increasing height of Chinese houses in the city and the great height of the buildings on the Praya render necessary a re-organisation of the ladder supply of the Brigade, and the subject is receiving my attention. The matter would be an easy one were it not for the obstruction caused by verandahs.

In the meantime it is well to warn the occupants of the upper stories of the blocks of new buildings on the Praya Reclamation that there is no fire escape in the colony and that they should provide themselves with some simple escapes such as the Amateur Dramatic Club have provided themselves with for use from the dressing rooms attached to the theatre.

The extension of the Central Fire Station has been completed and advantage has been taken of the additional accommodation to increase the permanent staff by five Chinese firemen, the services of the six soldiers who used to be on night duty being dispensed with. The soldiers used continually to be changed for various reasons and rarely had an opportunity of becoming really efficient firemen. The number of European firemen at the Station has also been increased, and the Station should be generally in a higher state of efficiency than was possible under the old conditions. It is certainly far more decent and comfortable for the men.

The conduct of the Brigade throughout the year has been very good, and an exception of a Chinese watchman who was convicted of larceny of a jacket from the scene of the fire at No. 2, West Street, on the 10th October, and sentenced to two months' hard labour.

Mr. Thomas Campbell, assistant engineer, who was connected with the Brigade for upwards of nine years, died at the end of 1897. Mr. Campbell was a very able and experienced officer, and was a great loss to the Brigade. His post was filled during the year by Sergeant McLagan, of the Police Force, who fulfilled the duties in a satisfactory manner.

## FOOTBALL.

Although the exhibition of football on Saturday was not of the best, the game (between 38th Company, S.D., R.A., and G. Company, of the R.W.F., in the third round of the Shield competition) proved interesting. Up to half time the Fusiliers led by one goal to nil, the point being scored by Evans. During the second half an unusual incident occurred, and it was the only time that a similar occurrence had taken place since the competition for the Shield has been in progress. The Fusiliers sent in a shot which compelled the Fusilier goalkeeper to handle, but he ran with the ball further than the allotted distance, and Mr. Looker, the referee, awarded the Fusiliers a free kick right in front of goal. The Fusiliers lined up under the bar a living wall, and Lieut. Green of the Artillery took the kick. Instead of trying to put the ball through the net, he rolled it to Bell, and immediately he touched the leather his forwards rushed the Fusiliers and broke up the line. Bell then cleverly scored, and made points equal. Each worked hard during the remainder of the game to gain supremacy, but time was called with the game on all.

The referee decided that the teams should play ten minutes extra each way. During the first part of the extra time the Artillery played well together and should have scored two goals, but one of the forwards when close up, with no opposition save the goalkeeper, was so slow that he could not get out of his own way, and was rebuffed of the ball by an opponent. Lieut. Green then got possession and passed the ball to a run by him enabled the Artillery to increase the score by one goal. Nothing more was scored during the first ten minutes, and the second ten also closed without any additional points, so the Artillery won (as we said they would) by a goal to one. The 38th Co. Artillery now play off the final with either the Hongkong F.C. or H.M.S. *Victorias*. We think we are safe in giving the Club to beat the soldiers. The soldiers' men do win, they will have no difficulty in winning the Shield, for the Artillery are, at least, not as good a team as the Club by two goals.

## THE PHILIPPINES.

NEWS FROM LONDON.

It was only on February 3rd, the day preceding the outbreak of hostilities between the American and Filipino forces at Manila, that officials in Washington met many disturbing reports upon the situation with assurances that recent advices from the Philippines had been particularly reassuring. When the news of fighting followed there was little excitement, the effect being chiefly marked at the time, in the change of view of many towards ratification of the Peace Treaty. The attack, it is said, decided the vote of two Senators, who had been in favour of delaying ratification. Senator Gorman predicted that the war against the Philippines would last for years.

At the same time as the above assurances were given, the despatch of reinforcements and reliefs was being pushed forward vigorously. The transport *Sheridan*, with 1800 troops for Manila, sailed for New York on February 3rd. It was then expected that the American Government would award the contract for the repatriation of the Spanish prisoners in the Philippines to the Spanish Trans-Atlantic Company.

THE CUT CABLE.

The decision of Mr. J. W. Griggs, American Attorney-General, respecting the legal questions raised by the cutting of the Eastern Extension cable by Admiral Dewey at Manila was given on Feb. 4th. He upholds the right of a military commander to cut a cable within the territorial waters of the enemy without making his country liable to damages. Mr. Griggs, therefore, finds that there is no ground for the claim for damages made by the Eastern Extension Telegraph Company against the United States Government.

SICKNESS AMONG THE TROOPS.

In response to Senator Mason's resolution directing the Secretary of War to furnish a statement concerning the percentage of sickness and mortality among the American troops in the Philippines, Major-General Alger, on February 3rd, sent to the Senate a telegram received from General Otis on the previous day showing the number and causes of deaths among the soldiers since their arrival. There were in all 220 deaths, including 10 from wounds and accidents, 63 from typhoid, 43 from small-pox, and 22 from dysentery, the remaining 50 being due to various diseases. The prevalence of small-pox had been causing apprehension, and the entire command had been vaccinated several times, while 12 physicians were engaged for several weeks in vaccinating the natives. Nine per cent. of the command were sick at that date, but the great majority of their ailments were slight.

THE SPANISH PRISONERS.

The Spanish Government, through the intermediary of the French Ambassador in Washington, addressed to the United States Government a communication, about February 4th, announcing that, in view of the failure of the Americans to secure the release of the Spanish prisoners by the Philippine insurgents, Spain has herself taken steps in the matter, but that, as this has entailed a certain expense, she begs to remind the Americans of the provisions of the peace treaty, whereby the Americans undertake to secure the liberation of the prisoners in exchange.

Aguinaldo, says a despatch from General Rios, has offered to liberate the prisoners for a ransom of \$500,000 and the surrender of the guns and rifles and 3,000,000 cartridges belonging to the Spaniards. The Madrid Government replied that it could not agree to these terms, as they would be equivalent to supplying arms to the insurgents, which would be a breach of faith towards the United States.

THANKS TO LORD CHARLES.

NEW YORK SPEARS.

In his resolution in favour of receiving Lord Charles Bessford on his arrival in New York, en route from China to London, the Chamber of Commerce warmly commends Lord Charles Bessford for his active endeavour in the Far East on behalf of the "open door" policy in China, and against the more exclusive methods of certain Continental Powers, which has so worked for the benefit of our own trade interests that it seems fitting that our members should have an opportunity of meeting Lord Charles Bessford and thanking and congratulating him in person.

LATEST BY WIRE.

(From Indian Papers.)

THE MUSCAT INCIDENT.

BOMBAY, February 21st.

The Sultan of Muscat has revoked the grant of a coaling-station to the French under the great bombardment of the forts by Admiral Doughty. Three warships were in the port—the *Edipus*, *Spitfire*, and *Belcher*. The Sultan has posted a proclamation to the foregoing effect, and has proclaimed the same in public. The French Consul has protested. Everything is quiet in Muscat, and the proclamation is well received by the natives.

THE ARMY.

LONDON, February 21st.

Mr. Wyndham, Under-Secretary for War, replying to a question in the House of Commons, said that five new batteries of Field Artillery would be complete by the 1st of March, and ten more batteries within the next two years.

The British Army Estimates were issued this morning. The experience of the past year points to the rapid and easy completion of the contemplated increase of all batteries of Horse and Field Artillery which are now being rapidly converted into quickfiring artillery.

COST OF THE SOUDAN OPERATIONS.

Mr. Wyndham, in reply to a question in the House of Commons, said that the total cost of the Soudan Expedition to the Imperial revenues was £15,100,000, which amount appears as repayment by Egypt in the supplementary estimates.

THE ALLEGED EXCESSES AT OMDURMAN.

February 22nd.

A debate is impending in the House of Commons regarding the alleged excesses at Omdurman, and it is hoped by the Opposition that Mr. John Morley will speak. Mr. St. J. Brodick, Under-Secretary of State for Foreign Affairs, on Monday admitted that the Sirid allowed the Mahdi's remains to be exhumed, mutilated, and thrown into the Nile. Mr. Redmond has notified that he will bitterly oppose the grant to Lord Kitchener accordingly.

WAR OFFICE MEASURES.

The Press is indignant at the meanness of the War Office in refusing a hospital ship, demanded in June last through General Grenfell, by the medical officers of the expedition. Colonel Lonsdale and Hall expose the affair in a letter to the *Times*.

PEACE FOR LORD CURZON.

The majority of the Press regard Lord Curzon's promptitude and resolution in sending an ultimatum to Muscat as a gratifying fulfilment of the view expressed in his book on Persia. His action, it is considered, evinces the Viceroy's determination to stand no nonsense concerning established rights. The *Times*, in a leading article on affairs in Oman, says that the first act of Lord Curzon in the domain of Foreign policy deserves high praise. If France desires to establish a coal depot at Oman, owned and managed by a private individual, Great Britain will gladly acknowledge her right (thereof).

## THE MILLWALL DOCK SCANDAL.

The financial situation of the moment is the absorbing of the Chairman and Managing Director of the Millwall Dock Company. The annual report admits that recent balance-sheets were falsified, the assets being overvalued to the extent of a quarter of a million sterling. The Board invariably confided in the Chairman's guarantee that the valuation was correct. The delinquent had a salary of £2,000 a year. A warrant for his arrest has been issued. Eight officers of the Company are also said to be implicated. The Bank balance was overdrawn to the extent of £100,000.

## SHOCKING RAILWAY ACCIDENT.

The Dover express train connecting with the Dover boat at Calais dashed into a Brussels local train on Saturday. Twenty-one passengers were killed, and eighty injured, eight hopelessly. Not one of the killed or injured was English.

## THE KALEA-SIMLA RAILWAY.

The first issue of £400,000 in shares of the Kalea-Simla Railway has been only partially taken up by the public, who apparently consider that the Government guarantee is insufficient. The whole sum, however, has been underwritten. The Chief Engineer, Mr. Harrington, sails in March to commence operations forthwith.

## A PENANG VOLUNTEER CORPS.

The scheme for a Volunteer Corps at Penang is now advanced into a definite initial stage, the Governor having intimated his consent to receive and consider offers of Volunteer service from British subjects resident there. As we indicated in articles appearing on Dec. 22nd and 23rd, says the *Singapore Free Press* the inclusion of the foreigner and Chinese element as proposed in the *Penang Gazette* that the Governor would do on any proposal submitted to him, would be to constitute a Corps under his command and in no other way, because, quite obviously, it was not open to the Governor, nor would it be open to Her Majesty, to raise or recognise any armed force outside of the law. The Penang view was that of a "Civil Guard" only, free from Volunteer military liabilities. We pointed out that if this was all that was contemplated the Governor might frame a short Ordinance for the purpose, in expansion of the theory of the duty of private persons in aid of the civil power as for instance in Indian (Police) Act XIII of 1860, Sect. 80. The Governor has intimated, as we knew he would, that any action at Penang must be taken under the Volunteer Ordinance, and that all the duties therein specified must be included in the case of any Volunteer Corps.

The Ordinance does not specify eligibility to serve outside of the word "persons," but the Governor by his power of acceptance of services and by virtue of his power of making rules and regulations under the Ordinance can place any limitation on that word he thinks fit. For instance, the only Corps at present existing in the Colony, the Singapore Volunteer Artillery, is limited to European British subjects. In Penang the Governor has sanctioned the inclusion of European and Eurasian British subjects, but has not sanctioned the original Penang proposal to include Asiatics. The matter is thus settled in a regular way under the existing law and in no other form, as we said it would need to be. The *Penang Gazette* under the now anomalous heading "Our Civil Guard" writes thus:—

OUR CIVIL GUARD.

According to an advertisement inserted elsewhere by Mr. J. Y. Kennedy, the municipal president of the European and Eurasian subjects of Her Majesty are invited to append their names to a list now in circulation if they wish to offer themselves as volunteers for service in the settlement. A semiprivate meeting took place yesterday afternoon, at which it was resolved to place the matter of raising the new civil guard or volunteer corps in the hands of Mr. J. Y. Kennedy and the Hon. Dr. Brown. The Governor is ready to receive the offers of service in accordance with the provisions of the Ordinance, but the offers must come only from those who can take an oath of allegiance to Queen Victoria. This cuts away the notion of having our friends of all European nationalities, resident here, in the corps, and we are sorry to find it so. On that point we need say nothing more at present but wait to see how long a list will be forthcoming of those who wish to join a body of military defenders of the settlement. Of course, the members of the whole colonial service will send in their names as they have done in Singapore, since the necessity for their help is even more urgent in Penang than in the southern settlement. And, we would point out that the formation of the corps is one of urgency. If the authorities delay, men among the Chinese, Malays, and Hindus here, where they will learn to how critical a position the withdrawal of the white detachment has reduced the men of capital, who have some thing to lose in time of riot and disorder.

## NOTANDA.

## CALENDAR.

MARCH.

Meteorological means based on ten years' observations to 1899.

Barometer..... 30.059

Thermometer..... 85.0

Humidity..... 85.0

Rainfall..... 4.08

TO-DAY.

Barometer..... 30.73 30.09

Thermometer..... 62 62

Humidity..... 67 62

Rainfall.....

TO-DAY.

Monday, 13th March, 1899.

Chinese—and of and moon of 25th year of Kwang-shi.

Sun—Rise..... 6hr. 55min.

Set..... 5hr. 55min.

High water—Morning..... 9hr. 50min.

Afternoon..... 10hr. 25min.

Low water—Morning..... 5hr. 50min.

Afternoon..... 5hr. 50min.

ANNIVERSARIES.



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS.                      | DESTINATIONS.  | SAILING DATES.                   |
|--------------------------------|--|----------------------------------|
| WAKASA MARU<br>J. B. Macmillan | MARSEILLES, LONDON, ANTWERP & BREMEN, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID | TO-MORROW, 14th March, at 4 P.M. |
| HIROSHIMA MARU<br>S. Tsuji     | KOBE AND YOKOHAMA  | THURSDAY, 16th March, at 4 P.M.  |
| SAGAMI MARU<br>J. Nagao        | VLADIVOSTOK, VIA SWATOW, AMOY, SHANGHAI, CHEFOO, CHEMULPO AND NAGASAKI           | THURSDAY, 16th March, at 4 P.M.  |
| FUTAMI MARU<br>C. Hillcoat     | THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE                      | FRIDAY, 31st March, at 4 P.M.    |

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 8th March, 1899.

## MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ &amp; CO.,

SOLE AGENTS.

Hongkong, 9th December, 1898.

## STANDARD OIL COMPANY OF NEW YORK.

THOMPSON AND BEDFORD DEPARTMENT

Have in Stock and are now offering for Sale a full line of

CYLINDER, ENGINE, &amp; SPINDLE OILS.

MINERAL COLZA, (300° Fire Test).

A high grade burning Oil for Ship Lights, Light Houses, Tram Cars and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX,

Crude, Semi-refined and Refined.

[3200]

ORDERS SOLICITED and LOWEST PRICES QUOTED.

## TEETHING BABIES

need lime for the teeth. All children need lime for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough lime. When children are thin they need material for making flesh.

## Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China—WATKINS &amp; Co., Hongkong.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated

CLEMENT, HUMBER and GLADIATOR Co., Ltd.,

DUNLOP TYRES'S BICYCLES—PRICE, \$160.

A special reliable Watch made for this Climate.

Quality A.....\$16

Quality B.....\$12

10, QUEEN'S ROAD CENTRAL,

Opposite the Telegraph Office.

## CHS. J. GAUPP &amp; CO.

CHRONOMETER, WATCH, AND CLOCK

MAKERS JEWELLERS, SILVER

SMITHS, AND OPTICIANS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches

awarded the highest Prizes at every Exhibition,

and for Voigtlander and Sohn's

CELEBRATED OPERA GLASSES,

MARINE GLASSES and STYGLASSES.

Nos. 54 &amp; 56, Queen's Road Central.

[40]

## KUHNS &amp; KOMOR,

JAPANESE PAINT ARTISTS.

21 &amp; 23, QUEEN'S ROAD, HONGKONG.

35, WATER STREET, YOKOHAMA

and

36, DIVISION STREET, KOBE.

Hongkong, 19th March, 1898.

## THE LEADING CATERERS.

COMPARE OUR

MEMU, BILLIARD TABLES, and

LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1897.

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAUFIEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES, &amp;c., &amp;c.

Sole Agents for

FERGUSON'S SPECIAL CREAM,

and

P. &amp; O. SPECIAL LIQUOR SCOTCH

WHISKY, &amp;c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 9th March, 1896.

## Mails.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 15th Mar, 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th April, 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 26th April, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS and the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 15th February, 1899.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 30th Mar, at Daylight.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 25th April, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 20th May, at Noon.

THE Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 30th March, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also, the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 11th March, 1899.

MITSUI BUSSAN KAISHA.

No. 6, 1st House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents—

Milki Coal Mines, Oshima Coal Mines, Kanada Coal Mines, Tokyo Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Imperial Government Paper Mills, Japan, Cotton Cleaning and Wkg. Co., Shanghai, Onoda Cement Company, Japan, Kanagatuchi Cotton Spinning Mill, Japan, The Mills Cotton Spinning Mill, Limited, Tokyo Cotton Spinning Mill, Japan, Hayashi Clock Factory.

Hongkong, 11th December, 1896.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PANAMA AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"PARRAMATTA," Captain C. T. Denny, R.N.R., carrying Her Majesty's Mails, will be despatched from this port for BOMBAY, &c., on SATURDAY, the 18th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 4th March, 1899.

## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Glenora... 1,375 J. McGillivray... Mar. 21.

Olympia... 1,237 J. Truebridge... April 1.

Victoria... 1,352 J. Patton... April 25.

Tacoma... 1,211 A. Dixon... May 13.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Columbia... 1,296 N. Moncur... April 15.

Nonmouthshire... 1,274 W.A. Evans... May 6.

Lenox... 1,367 J. Williamson... June 3.

Columbia... 1,296 N. Moncur... July 8.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS.

The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 11th March, 1899.

FOR SAN FRANCISCO THE 190 A. British Bark

"QUEEN MARGARET," Fraser, Master, shortly expected here, will load for the above Port, and will have quick despatch.

For Freight, apply to STEWART, TOMES & CO. (1322)

Hongkong, 21st January, 1899.

## Mails.

## NORTH GERMAN LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

## HAMBURG-AMERICA LINE.

(East Asiatic Service.)

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS.  | DESTINATIONS.   | SAILING DATES.   | Freight and Passage. |
|------------|---|------------------|----------------------|
| *SILESIA   | HAVRE, HAMBURG/BREMEN (LONDON with transhipment in HAMBURG)     | 24th March       | Freight.             |
| Behrens    | HAVRE, HAMBURG/BREMEN (LONDON with transhipment in HAMBURG)     | About 30th March | Freight.             |
| WITTENBERG | HAVRE, HAMBURG/BREMEN (LONDON with transhipment in HAMBURG)     | March            | Freight.             |
| Madsen     | HAVRE, HAMBURG/BREMEN (LONDON with transhipment in HAMBURG)     | About 4th April  | Freight.             |
| SUEVIA     | AMSTERDAM, HAMBURG/BREMEN (LONDON with transhipment in HAMBURG) | April            | Freight.             |
| Foerck     | HAVRE, HAMBURG/BREMEN (LONDON with transhipment in HAMBURG)     | About 10th April | Freight.             |
| NURNBERG   | HAVRE, HAMBURG/BREMEN (LONDON with transhipment in HAMBURG)     | April            | Freight.             |

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

Hongkong, 8th March, 1899.

## U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th March, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 8th April, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 2nd May, at Noon.

THE U. S. Mail Steamship

"CITY RIO DE JANEIRO," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 14th March, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also, the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 21st February, 1899.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Belgian King... 1,379 Thursday, Mar. 30.

Cornwallshire... 2,989 about April 20.

Carlisle City... 5,003 about May 20.

THE Steamship

"BELGIAN KING," will be despatched for SAN DIEGO VIA NAGASAKI, KOBE, INLAND SEA, YOKOHAMA